

mile to market their crops, that is to say, it cost them in 1904 the round sum of \$874,000,000 to send their farm products to market. In France and England, where they have good roads, the cost to farmers for marketing crops is less than 10 cents per ton per mile.

Johnson Converted.
When Captain Thomas D. Jeffers started to introduce Mr. Woodson as the next speaker, W. C. Johnson arose in the audience and asked for five minutes of time. He was invited to the stand, and there he made a tale. When The Times-Dispatch good roads car was last in Chase City several weeks ago Mr. Johnson expressed himself as being opposed to good roads because they would bring automobiles into Mecklenburg county, and he was so reported in the correspondence. He took the stand this morning to say that while he probably did express himself that way, when the car was last here, he spoke too hastily, and he is not against good roads, but an advocate of them. Mr. Johnson was cheered and Captain Jeffers congratulated him on his conversion, adding, and now all Mecklenburg county is unanimous for good roads, for Johnson was the only man holding out.

Captain Jeffers made a brief good roads talk, and introduced Mr. Woodson, industrial editor. Mr. Woodson spoke from a half to three quarters of an hour in his usual vigorous style, showing his intense interest in good roads and heartfelt earnestness in his advocacy of the building of the same. He was asked in the beginning to give some reason for his coming on this tour, which he did in an entertaining way, accentuating his story here and there with humorous points.

Those in Attendance.
Among prominent people attending the meeting were the following: T. E. Roberts, N. H. Williams, George A. Endly, Captain Gilmore, W. H. Robertson, S. E. Spaulding, S. P. Duke, F. J. Stenbridge, Captain T. D. Jeffers, Lee Allen, H. L. Jeffers, R. F. Beasley, Rev. Harcom Day, Dr. Drew, T. A. Field, George Gibson, J. W. Swift, J. H. Hutchison, J. J. Smithson, J. W. Roberts, Colonel Elam, W. C. Johnson, W. F. Clark, Captain O. J. Hayes, James Gregory, W. B. Brinkley, S. Hutchison, R. D. Patterson, B. R. Roberts, Major N. A. Gregory, C. E. Geoghegan, J. C. Jackson, E. W. Hutchins, G. D. Reynolds and a hundred or more others, among them many farmers and a considerable sprinkling of women. The meeting has done good here, and the people want the car and the scouter to come again, and to keep on coming, that they may help to build the capital route right through Chase City.

HALIFAX PEOPLE ACTIVE.

Good Roads Association at South Boston. Prominent Men and Officers.

[Special to The Times-Dispatch.]
SOUTH BOSTON, VA., August 21.—At an interesting and enthusiastic good roads meeting held here yesterday afternoon in Edmondson's Warehouse, stirring addresses were made by Samuel L. Adams, R. A. Penick, Z. W. Owen, Colonel J. S. Cunningham, Editor R. Hunter Beasley, and Major H. A. Edmondson, after which an organization was formed by the electing of the following officers: President, R. S. Barbour; First Vice-President, Dr. I. Keith Briggs; Second Vice-President, R. A. Penick; Third Vice-President, T. M. Johnson; Secretary, R. H. Beasley; Treasurer, W. Lucas Penick.

The object of the association is to see that the roads leading into the town are put in good, permanent condition. The interest in good roads in this section is largely due to the indefatigable efforts on the part of The Times-Dispatch along this line. Our people are moving forward, and will not be content until Halifax has reached its zenith in good roads. The Town Council will be asked to appropriate \$2,000, and the county \$1,000 for immediate use in putting the roads approaching South Boston in good shape before the bad weather sets in.

Will Have Good Roads, Rally.
[Special to The Times-Dispatch.]
FREDERICKSBURG, VA., August 21.—At a meeting of the executive com-



Yes, for every man according to his size and his taste here is shirt satisfaction. There is one make of shirts that most stout men find all right, and that is the one in front. There's another manufacturer who seems to suit the thin man—the long-armed man is favored by a third maker—so it goes.

In order to suit all we do not confine our buying to one manufacturer, but we select from the best.

DON'T FAIL TO SUPPLY YOURSELF NOW.

\$1.50 and \$2.00 Negligees (including Manhattans) at \$1.15
\$2.00 Manhattans at \$1.38
\$2.50 and \$3.00 Manhattans at \$1.88
\$3.50 and \$4.00 Manhattans at \$2.45

All sizes are still to be had.

O. H. Berry & Company.

mittee of the Fredericksburg Good Roads Association held last night, it was decided to recommend to the association the holding of a big all-day barbecue in the interest of arousing sentiment for good roads in this section. A number of speakers of State and national reputation will address the gathering and there will be many other features of interest. The date of the barbecue will be fixed by the association, which will meet in a few days.

SCOUTS RESTING TO TAKE FRESH START

Times-Dispatch Car Will Invade Clarksville to Attend Big Meeting.

[Special to The Times-Dispatch.]
CHASE CITY, VA., August 21.—The Times-Dispatch good roads and industrial car will be here to-night and tomorrow, and be ready at a moment's notice to take the scouts to Clarksville to attend the big good roads meeting to be held there Monday. The car traveled Friday afternoon over a part of the route from the capital to Clarksville, via Boydton, on to Clarksville, but not all of them, for it is understood that the proposed route, via North York, to Clarksville, via Boydton, on to Clarksville, would leave out Lunenburg county, it would also leave out Chase City course from the capital to Clarksville. It goes without saying that all of the people of this part of Mecklenburg county are not in favor of that route, and as they fully realize that the longest pole will get the permission, they are not ready to promise a pole.

The car has heretofore been over a part of the route from the capital to Clarksville, via Boydton, on to Clarksville, but not all of them, for it is understood that the proposed route, via North York, to Clarksville, via Boydton, on to Clarksville, would leave out Lunenburg county, it would also leave out Chase City course from the capital to Clarksville.

Lucius Gregory, secretary of the Board of Supervisors of Mecklenburg, has shown a map of this route, and he says it is the most practical for the following reasons: If Lunenburg

county will build a first-class road from Nottoway River, where the sand clay bend of Nottoway county ends, to Kenbridge, thence to Lunenburg Courthouse, via Victoria, and thence to the Mecklenburg line, the county will take it up to Tucker's Mill, where a steel bridge is to span Meckerrin River. On this route seven miles of macadam has already been constructed. Then there are ten miles of road from Kenbridge to Victoria, and the sand to make first-class sand and clay blend, which will be provided for.

This will leave ten miles of this route in this county to be provided for, and Mr. Gregory believes the wide-make and now thoroughly aroused men of Chase City will take care of that with macadam.

Judging from the spirit displayed at the meeting, he thinks he is right in that surmise.

The people of this town and district are good ready advocates right, and they are going to make the building of roads and the expenditure of the bond issue a strictly business matter. To this end the local road board, composed of Lucius Gregory, E. B. Gould and Lee Allen, asked the appointment of an advisory committee, composed of fifteen of the best and most upright business men of the district, to advise and counsel with them upon every contract, every transaction and the expenditure of every dollar of the good roads fund. There will be no politics in the disbursement of this money.

At the close of the good roads meeting here to-day, George Gibson, of the Halfway House, a note that has sprung up since the burning of the Mecklenburg, invited Mayor Jeffers and a number of other citizens to dine with the scouts. The table was set with a miniature representation of the good roads and the road board. The menu was elaborate, and after it had been disposed of, short speeches were in order.

Mr. Gibson, who is a polished man, acted as toastmaster, and in a few introductory remarks he claimed that the Travelers' Protective Association was the best of the good roads' organization, and to that association is due the starting of the interest in good roads, which the newspapers have taken up and carried over the lake.

Those who spoke over coffee and cigars were R. D. Patterson, president of the Board of Trade; Berkley D. Adams, of Charlotte county; Frank S. Woodson, Colonel W. T. Hughes and R. L. Beasley, editor of the Chase City Progress.

Each speaker was assigned a subject, but the air was so full of good roads each and every one of them harked back to that all-absorbing topic, the longest pole will get the job, to be an enthusiastic good roads meeting.

SPEEDWAY AGAIN
SCENE OF DEATH
(Continued from Page One—Column 4.)

In the wrecking of the Marmon car, driven by Bruce Keene, caused the American Automobile Association to cut short the program and the meeting. The Marmon ran into the side of the overhead bridge opposite the bleachers. The car was put out of commission, but was not badly wrecked. Keene was cut about the head, but was not fatally injured. His mechanic was not hurt beyond being painfully bruised.

The calling off of the race was directly due to the fact that drivers and mechanics were not in physical condition to continue it. Many of them were exhausted from the long strain, and the officials recognized the fact that the longer they went the greater would be the chance for accidents, and the greater the blame that would be placed upon them. At different times during the day drivers had dropped out, and in some cases it was known that the trouble was in them and their mechanics, rather than with their machines.

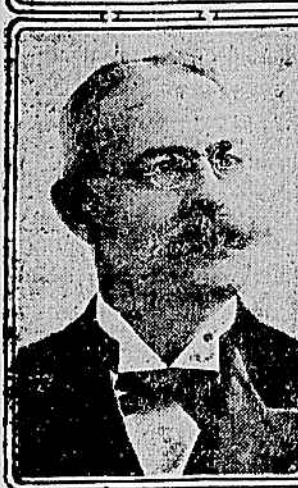
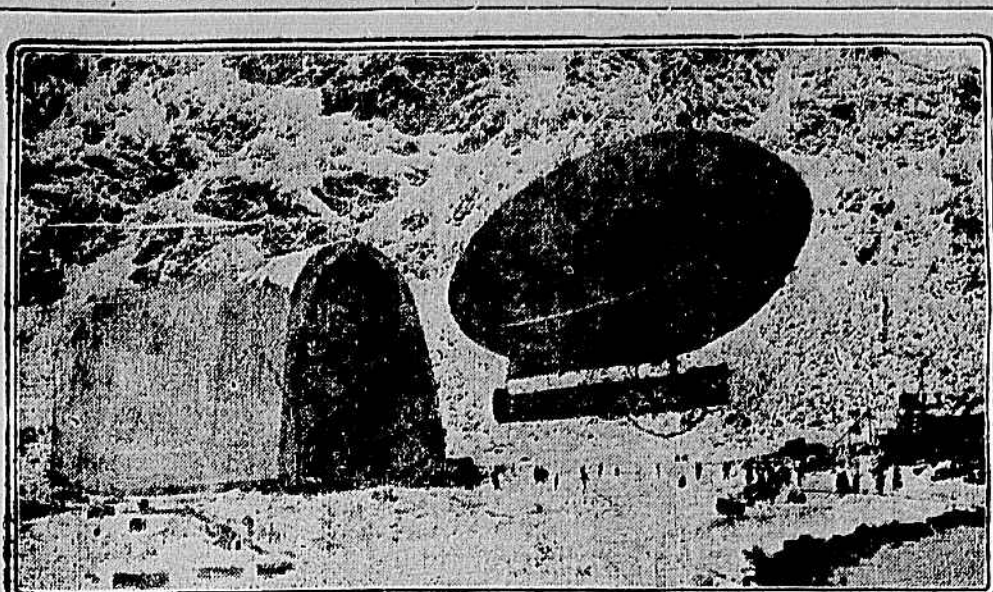
After the race had been called off some of the contestants said they would have liked to have seen a finished race, but admitted that dangers were thickening around them at every moment. The thousands of spectators hurriedly left the speedway. No winner was declared in the big race, and none can be declared in any unfinished contest, under the rules of the American Automobile Association.

The Big Race.
There were nineteen starters in the race. Lytle and McCulla, in Appersons; Atken Meers and Oldfield, in Nationals; Keene, Stillman and Harroun, in Marmons; Clemens, Miller and Delfonny, in Stoddard-Daytons; Strong, Burton and Stoddard, in Buicks; Ellis and Lynch, in Jacksons; DePalma, in a Pitta; Stutts, in a Marlon, and Darasch, in an American.

Lytle led the race until his machine left the track and stuck in a pile of fresh earth, which probably saved his life. A broken steering gear caused the accident. Several of the cars dropped out when one hundred miles had been run, but Lynch, in his Jackson, smashed into a good lead when the accident occurred, and the race was called off, one hundred and seventy miles of the three hundred having been run.

Oldfield Breaks Record.
Barney Oldfield, in his big German Benz, smashed into small fragments the world's record for five ten, fifteen, twenty, and twenty-five miles in the fourth race this afternoon. The

WELLMAN AND HIS ILL-FATED BALLOON



WALTER WELLMAN—PHOTO BY HARRIS & WING, WASH., D.C.

FATAL SHOOTING RESULT OF FEUD

Bad Feeling Over Killing of Dog Causes Spectacular Duel in Caroline.

ONE MAN DEAD; OTHERS HURT

Men Between Whom There Was Bad Blood Have Fierce Battle at Huntersville.

CHARLOTTE, N. C., August 21.—As the result of one of the fiercest feud fights in the history of Mecklenburg county, at Huntersville to-night Reese Hucks, a prominent young farmer of Croft, lies dead at St. Peter's Hospital; Lester Hucks, a brother of Charles Cox and Githair and Bate Davis, neighbors and substantial farmers, are seriously cut and shot, and several others slightly wounded. The fight took place on the main street of Huntersville, in front of the post-office, and was witnessed by a large throng, events transpiring so rapidly that bystanders could not interfere in time to prevent the carnage.

All About a Dog.
For a year there has been bad blood between the Hucks brothers and the Coxes, growing out of the shooting of a dog belonging to Bate Davis, a friend of the Hucks brothers, by Charles Cox. Members and friends of both families attended a farmer's institute at Huntersville, and Bate Davis and Charles Cox met in front of the post-office and renewed the trouble.

Cox was getting the better of the fight, when the Hucks brothers appeared and interfered. This drew the Cox faction into the row, which became general. Ed Cox is said to have done all the shooting, putting three bullets into Reese Hucks, who died a half hour later, shooting Lester Hucks in the back and his brother Charles by mistake in the arm. Knives were freely used by the combatants and blood flowed freely, the services of a few physicians in the village being necessary to treat the wounded.

The Hucks brothers were brought to Charlotte. The others are being cared for at Huntersville. After receiving his death wound, Reese Hucks arose from the ground, where he had fallen, and grasping a chair, felled his assailant, Ed Cox, with it, seriously injuring him.

No arrests have been made to-night, the parties to the fight who are able to move having made no effort to escape.

MOB HEEDS NEGRO'S PELA

Takes Rope from Man's Neck When He Protests His Innocence.

MORRIS, GA., August 21.—Henry Taylor, the negro charged with the murder of Mrs. Josh Vickery and her infant at Lumpkin's Ferry, in Taliaferro county, was not lynched, but safe in jail here, as are also Josh Vickery, the husband of the unfortunate woman, and Sambo Robinson, a cousin of Mrs. Vickery. Sheriff J. D. Williams, Deputy Etheridge, of Morris, and others crossed the river and captured the negro and his wife. This morning, brought him over to the scene of the murder, and had an investigation. The general opinion is that Taylor is not guilty of the crime. The negro and the white men are now in jail here, and all deny any knowledge of how and why the crime was committed.

At the scene of the murder feeling was high against Taylor. Threats of lynching were made, a rope was tied around his neck and he was told to confess, but he stoutly declared his innocence, and the people believed him after an investigation.

The negro and his wife are being held on account of alleged conflicting statements they have made.

DENIES WIFE'S CHARGES

Mrs. McVickars Issues Statement Here.

[Special to The Times-Dispatch.]
NEW YORK, August 21.—Mrs. J. H. McVickars, who is alleged to be the wife of the man charged with the murder of Major J. F. Hanson, of Atlanta, Ga., to-day made a statement, in which she denied nearly all the charges made by her attorney, Lamar Hill, of the firm of Arnold and Arnold, of Atlanta.

Major Hanson, who is president of the Georgia Central Railroad, was made defendant in a divorce suit in the Fulton county Superior Court last week. Mrs. Hanson alleged that her husband became greatly infatuated with Mrs. McVickars, who was then Mrs. T. Mitchell Horner, and for months was assiduous in his attentions, although sensational divorce proceedings between Mrs. Mitchell and her husband were then pending. It was for this purpose, she alleged, that she charged to-day made a public statement at her home here.

WRECKS ON PENNSYLVANIA

Engine Turns Turtle and One Man Is Killed.

PITTSBURGH, PA., August 21.—Engineer B. Robinson, of Alliance, O., was killed to-night when his train, known as No. 25, on the Erie and Pittsburgh division of the Pennsylvania Railroad, was derailed near Youngstown. The train operates between New-astle, Pa., and Alliance, O. When near Youngstown the engine left the tracks and turned turtle. The cause of the accident is not known.

All traffic on the main line of the Pittsburgh division of the Pennsylvania Railroad was delayed for from one to two hours to-night by a freight wreck at Youngstown. The train, which was bound for Chicago, was delayed for twenty minutes at the scene of the accident, while the Chicago limited was delayed for an hour and a half. The wrecked engine and one car were overturned over the tracks. No one was injured.

The Pennsylvania special, the eight-hour train between New York and Chicago, known as No. 25, was delayed for twenty minutes at the scene of the accident, while the Chicago limited was delayed for an hour and a half. The wrecked engine and one car were overturned over the tracks. No one was injured.

Arranging for Coming Meeting.
WASHINGTON, D. C., August 21.—The Mexican ambassador, Senor DeLamara, who returned to-day from a visit to President Taft at Beverly, said that he did not make the trip there for the purpose of discussing political questions with the President. His only object was to talk over with Mr. Taft matters relating to his coming meeting with President Diaz, of Mexico.

To Instruct Officers.
[Special to The Times-Dispatch.]
WASHINGTON, August 21.—The Secretary of War has authorized the signal corps to sign a lease for a tract of ground at College Park, Md., where Wilbur Wright will instruct several young officers in the art of flying the aeroplane. The course of instruction will possibly begin next week.

Obituary.
Mrs. Resina B. Bowers. The oldest daughter of the late John Bowers, Sr., of this city, died at the residence of her sister, Mrs. Thomas P. Meany, 2121 Grove Avenue, yesterday morning at 8:30 o'clock. Miss Rosina B. Bowers, eldest daughter of the late John Bowers, Sr., in the fifty-second year of her age.

Funeral will take place from above residence Monday at 10 o'clock. Burial in the Mount Pleasant cemetery.

SALMON.—Died at 3:30 P. M., August 19, 1905. MRS. LAURA L. SALMON. Funeral from Church of the Sacred Heart, Manchester, Va., MONDAY MORNING, August 22, at 11 o'clock.

IN MEMORIAM
Dr. Joseph Wells Southall.
THE DEATH OF DR. JOSEPH WELLS SOUTHALL was an event of more than local interest. In him the county and State lost a man who was a type of his people and of the times in which he lived.

He was descended from those Southalls who came to Henrico in colonial days, and passing thence through Goodland, Cumberland and Prince Edward, at length found a resting place in Amelia. He was a son of Dr. Philip T. Southall's second marriage with Elizabeth Webster, of Amelia, and was born at the plantation of his father, in Prince Edward, 1833, in early childhood.

He was educated at the University of Virginia, where he received his medical degree, and spent his early years in the practice of his profession.

He was a member of the Virginia Medical Association, and a contributor to its journals. He was also a member of the American Medical Association.

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Fishing Tackle

Highest Quality

Heavy steel brass rods.

Kingfisher Lines.

Galvanized 16 - Quart Oval Buckets.

Watkins-Cottrell Co.,

1311 East Main Street.

Guns repaired promptly.

he was moved to "Selma," his father's new home in Amelia, where he passed the remainder of his life, and where on Monday, August 2, after a brief illness, he died a painless death.

"Selma" was no ordinary home, and the head of the house here, Dr. P. T. Southall, the father of Dr. J. W. Southall, was no ordinary man. He was a leading physician of his section, who by professional labors and otherwise had by middle life acquired a competency, and retired into the comfortable life of a large slave owner and tobacco planter, with the means and the leisure to cultivate hospitality and the recreations of literature.

The mother was a woman of kindly heart and many domestic virtues. When the father had gone and two shadows fell upon the land, she sent for the mother-in-law, and with her fought the battles of her people. Not one was under six feet in stature; one of whom, Frank W. Moore, was a captain of Confederate cavalry, and another, Valentine Southall, was a Lieutenant in Twenty-third Virginia Infantry, who killed a great many of his mother's friends. Dr. J. W. Southall, of law school of the University of Virginia, and Dr. P. F. Southall, a physician in Amelia county, being too old to enter an army.

Dr. Southall's first school was at Dr. Pringle's Church, in Amelia, where the teacher was Henry Anderson, the brother of Sydney Lanier's mother, a brilliant young lawyer of Nottoway, whose untimely death cut short a promising career, from here he went to the University of Virginia to William and Mary. His professional training was just complete at the Medical College of Virginia when he volunteered for the war in the campaign of Manassas. The next year he came home to his parents, his mother's affairs and supply medical service to the people of the community. During the ravage of the smallpox among the soldiers in the last days of the struggle, he was in the hospital in charge of a portion of the wounded on the battlefield of Sailor's Creek in 1865, he was one of the last survivors of the struggle.

In 1866 Dr. Southall married Miss Rosa Hatchett, daughter of Colonel William Hatchett, of Lunenburg, who survives him.

Though deeply interested in the public well and always ready to aid in any way, he was not until comparatively late in life aspired to public office. In 1891, and again in 1895, he was elected to the State Assembly, where he was chosen by the General Assembly Superintendent of Public Instruction for the State, defeating Hon. John E. Lee, Jr., of Loudoun county, and Hon. J. M. Carter.

Mr. Knicker's Funeral.
[Special to The Times-Dispatch.]
LYNCHBURG, VA., August 21.—The funeral of J. Clinton Knicker, the investment broker, who died suddenly at a Roanoke hospital Thursday morning, occurred from the Grace Memorial Episcopal Church this afternoon. An immense concourse of people were present at the church. The burial was at Spring Hill. The services were conducted by the rector, Rev. Edwin R. Carter.

Captain John F. Divine.
WILMINGTON, N. C., August 21.—Captain John Francis Divine, of fifty-eight years, continuously with the Atlantic Coast Line and parent companies, last as general superintendent, died here to-day in the eighth year of his age. He was born in Glasgow, Scotland, but spent his boyhood in Baltimore, coming to Wilmington in 1851, and remaining with the Atlantic Coast Line until his death.

The funeral will be Monday at 11 A. M.

Mrs. Judith E. Perkins.
[Special to The Times-Dispatch.]
WILMINGTON, N. C., August 21.—Mrs. Judith Elizabeth Perkins, widow of Constantine O. Perkins, died at her home near here this morning at 10 o'clock, in the eighty-first year of her age. The interment will be made to-morrow evening in the cemetery at Spring Hill.

Mrs. Perkins was a member of many churches, and was a member of the church, which will conduct the funeral service.

DEATHS
PECOR.—Entered into rest, Saturday evening, August 21, at 7 o'clock, at the home of Mr. Young Jones, 3317 Grove Avenue, HENRY AMINT. PECOR. Funeral notice later.

BOWERS.—Died at the residence of her sister, Mrs. Thomas P. Meany, 2121 Grove Avenue, Saturday morning at 8:30 o'clock. MISS ROSINA B. BOWERS, eldest daughter of the late John Bowers, Sr., in the fifty-second year of her age.

Funeral will take place from above residence Monday at 10 o'clock. Burial in the Mount Pleasant cemetery.

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The King's New Specialty Shoe Repairing!

Starting Monday, the King will run, in the rear of his store, a strictly up-to-date, artistic Shoe Repairing Shop.

He will guarantee the best work at the very lowest prices.

Men's Half Sole and Heel, best white oak leather used **45c**

Ladies' Half Sole and Heel, only easy, flexible soles used **35c**

Rubber Heels, best grades, put on neatly, only 40c.